

BANGLADESH CELEBRATES World Maritime Day 2005

29 September 2005



The theme of the Day -"International Shipping - Carrier of World Trade"

> Organized by: Department of Shipping Ministry of Shipping, Dhaka





বিশ্বের অন্যান্য দেশের মতো বাংলাদেশেও বিশ্ব নৌ-দিবস পালিত হচ্ছে জেনে আমি আনন্দিত।

প্রাচীনকাল থেকেই বাংলাদেশের আন্তর্জাতিক বাণিজা সমুদ্র পথে পরিচালিত হয়ে আসছে। দেশের আর্থ-সামাজিক

উনুয়ন, বাণিজা, মৎস্য সম্পদ, সমুদ্র তলদেশের অনাবিশ্কৃত খনিজ সম্পদ, নৌ-পরিবহন ইত্যাদি ক্ষেত্রে সমুদ্র

গুরুত্বপূর্ণ ভূমিকা পালন করে। এ প্রেক্ষাপটে 'আন্তর্জাতিক শিপিং - বিশ্ববাদিজ্যের বাহক' এবারের নৌ-দিবসের প্রতিপাদ্য সময়োপযোগী হয়েছে বলে আমি মনে করি। আমি আশা করি সমুদ্র পথে আন্তর্জাতিক বাণিজ্যের ক্ষেত্রে

বাংলাদেশের যে বিপুল সম্ভাবনা রয়েছে তা পুরোপুরি কাজে লাগিয়ে দেশের আর্থ-সামাজিক উন্নয়নে সবাই এগিয়ে

রাষ্ট্রপতি গণপ্ৰজাতন্ত্ৰী বাংলাদেশ ১৪ আশিন ১৪১২ ২৯ সেন্টেমর ২০০৫





প্রধানমন্ত্রী গণপ্রজাতন্ত্রী বাংলাদেশ সরকার ১৪ আশ্বিন ১৪১২ ২৯ সেপ্টেমর ২০০৫





লেঃ কর্ণেল আকবর হোসেন (অবঃ)

मी-পরিবহন মন্ত্রণালয় গণপ্ৰজাতপ্ৰী বাংলাদেশ সৱকার বাংলাদেশ সচিবালয়

विস্মিলাহির রাহ্মানির রাহীম

ইন্টারন্যাশনাল মেরিটাইম অর্গানাইজেশন (আইএমও)-এর আহ্বানে বিশ্বের অন্যান্য দেশের সঙ্গে বাংলাদেশেও যথায়থ কর্মসূচির মধ্য দিয়ে বিশ্ব নৌ-দিবস পালিত হচ্ছে জেনে আমি আনন্দিত। এবার এ দিবসের প্রতিপাদা -'আন্তর্জাতিক শিপিং-বিশ্ববাদিজ্যের বাহক' বর্তমান বিশ্ব বাদিজ্যে নৌ-পরিবহনের ক্রমবর্ধমান ওক্তত্তের প্রেক্ষিতে অত্যন্ত সময়োপযোগী ও যথার্থ হয়েছে বলে আমি মনে করি।

বিশ্বের অধিকাংশ দেশের ব্যবসা-বাণিজ্যের বৃহদাংশ সমুদ্র পথে পরিচালিত হয়। ভৌগলিক অনুকূল অবস্থানের কারণে বাংলাদেশের আমদানি ও রঞ্জানির সিংহভাগ পরিবাহিত হয় সমুদ্র পথে। তুলনামূলকভারে ব্যয়সাশ্র্যী, নিরাপদ, পরিবেশ-বান্ধর ও দক্ষ বাহন হিসেবে শিপিংয়ের গুরুত্ব বাড়ছে। আমি আশা করি, বাুংলাদেশের বাণিজ্যিক নৌ-বহরের প্রসার এবং আন্তর্জাতিক বাণিজ্যের বিস্তারে ও শিপিং সেউরের উন্নয়নে সংখ্রিউসকলে সং আন্তরিক ও নিরলস প্রচেষ্টা অব্যাহত রাখবেন।

আমি বিশ্ব নৌ-দিবসের সকল কর্মসচীর সাফল্য কামনা করি

The distribution of natural resources and properties on the earth-surface is not

proportionate to the distribution of

population. Food grows in one continent and

is needed by the people living in the other

continent; industries are established in one part of the world and the fuel to run those are

found in another part. The seas and oceans

pushed apart the most continents of the

world from each other. These basic facts led

to the development of world trade and

international shipping for the survival and

International shipping plays a vital role in the

world economy and it significantly

as the most efficient, safe and environmentfriendly method of transporting goods around

The international shipping industry carries about 90% of the world trade. International shipping is the backbone of the global

economy. Without shipping, intercontinental

trade, the bulk transport of raw materials,

and the import and export of food and manufactured goods and commodities would

World's seaborne trade continues to expand,

bringing benefits for consumers across the

world through low and decreasing costs. The

efficiency of the shipping industry as a mode

of transportation continues to be increasing

everyday. The prospects for the industry's

further growth also continue to be strong.

never be possible.

prosperity of the human being on earth.

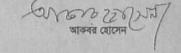
আল্লাহ হফেজ, বাংলাদেশ জিন্দাবাদ

थालमा किया

নদী বেটিত সমূদ্র উপকূলবর্তী বাংলাদেশে বিশ্ব নৌ-দিবসের গুরুত্ব অপরিসীম। বিশ্বের অন্যান্য দেশের মন্ত ইন্টারন্যাশনাল মেরিটাইম অর্গানাইজেশন (আইএমও) এর আহ্বানে এবারও বাংলাদেশে নৌ-পরিবহন মগ্রণালয়ের উদ্যোগে বিশ্ব নৌ-দিবস পালিত হচ্ছে

আন্তর্জাতিক শিপিং বিশ্ব বাণিজ্য এবং বাংলাদেশের আর্থ-সামাজিক উনুয়নে ওরুত্বপূর্ণ ভূমিকা পালন করে। বিশ অর্থনৈতিক মন্দার পর আন্তর্জাতিক ব্যবসা বাণিজ্য এবং নৌ-পরিবহন খাতে বর্তমানে উন্ন্যান ও প্রসার লক্ষ্য করা যান্তে। তাই সংগত করণেই এ বছরের বিশ্ব নৌ-দিবসের প্রতিপাদ্য বিষয় 'আন্তর্জাতিক শিপিং - বিশ্ববাণিজ্যের

বিশ্ব নৌ-দিবস পালনের মাধ্যমে বাংলাদেশের বাণিজ্ঞািক নৌ-বহর এবং নৌ-পরিবহন খাতের ওরুত্ব দেশবাসীর কাছে তুলে ধরা হয়। আমি সমূদ্র ও জলপথের যথায়থ নিরাপদ ব্যবহারে সকলকে সচেতন হওয়ার আহ্বান জানাই। বিশ্ব নৌ-দিবস পালনের সাথে সংশ্লিষ্ট সকলকে আমার আন্তরিক অভিনন্দন। আন্তর্জাতিক শিপিং এ বাংলাদেশের নাম উজ্জ্বতর হোক। সফল হোক বিশ্ব নৌ-দিবস ২০০৫





আমি দিবসটি উদযাপনের সার্বিক সাফল্য কামনা করি।

আলাহ হাফেজ, বাংলাদেশ জিন্দাবাদ



Secretary Ministry of Shipping Government of the People's Republic of Bangladesh 14 Aswhin 1412 29 September 2005

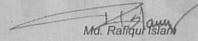
MESSAGE

The theme of this year's World Maritime Day - 'International Shipping - Carrier of World Trade' - is of utmost importance to us in perspective of the existing scenario in our maritime trade and shipping sector.

Our international trade is mostly dependent on the maritime transport. Bangladesh being a riverine country situated on the coast of the Bay of Bengal, the significance of this day is of special importance. Through the observance of the World Maritime Day attention of the general people is drawn on the objectives and achievements in this sector, and public awareness is developed on the importance of the maritime transport

We have to boost our maritime transport services and remove all kinds of barrier for the development of trade & shipping.

I sincerely thank those who are associated with the observance of this day and I wish very success of World Maritime Day.



International Shipping and World Trade

Capt. A.K.M. Shafiqullah Director General Department of Shipping



The different types of ship in the international shipping

Ocean going ships are technically sophisticated and high-value assets. A large ship can cost over one hundred million US dollars to build. The operation of merchant ships generates an estimated annual income of over three hundred billion US dollars in freight rates within the global economy. This represents about five percent of total world

At present there are around 50,000 various types of merchant ships trading world-wide, transporting every kind of cargo. These ships are registered in over 150 nations, and manned by over one million seafarers ng from almost every country of the



These ships carry every kind of commodities that fits inside its holds including bulk cargo in small quantities. Usually these are identifiable by the cargo gears like cranes and derricks on deck.

Container ships

These ships carry most of the world's

manufactured goods and finished products, usually through liner services. The containers are carried inside the holds as well as on deck usually up to four containers



These ships transport goods in bulk such as iron ore coal grain etceteras. Usually these are identifiable by the hatch covers of the large cargo holds raised above deck level.



Tankers



Tanker ships transport crude oil, chemicals and petroleum products. Tankers are usually very large in size, they also appear similar to bulk carriers, but the deck is flush and covered by oil pipelines and vent pipes. Ferries and Cruise ships



Ferry ships usually perform short journeys for a mix of passengers, cars and commercial vehicles. Most of these ships are Ro-Ro (roll on - roll off) ferries, where cars can drive straight on and off, making it a speedy and easily accessible way to travel.

LNG LPG carriers

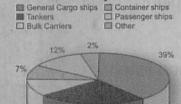


These ships transport gas in bulk as liquid under high pressure and low temperature. Usually these are identifiable by the dome like large cargo holds raised above deck

As at January 2005, the world trading fleet was consisted of 46,222 ships, with a combined tonnage of 597,709,000 gross

General Cargo ships (18,150) Bulk Carriers (6,139) Container ships (3,165) Tankers (11,356) Passenger ships (5,679) LNG LPG and Other (1,733)

Different Sectors as percentage of total number of ships in world fleet: 1 January 2005



The goods transported by sea

The international shipping industry transports everything from a parcel of half a million tonnes oil to a cartoon of cigarettes. Cargo is shipped between over eighty countries around the world. Some shipments are regular, others irregular; some are large than others; some cargoes can be handled with suction pipes or grabs, while others are fragile; some cargo is boxed, containerized or packed on pallets, while other cargo is loose. The international shipping industry has evolved to deal efficiently with all the complexities mentioned. The main seaborne trades are consisted of the commodities that may be grouped as follows:

Energy products: This group of commodities, which accounts for close to half of the seaborne trade, comprises crude oil, oil products, liquefied gas and thermal coal for use in generating electricity. Energy dominates bulk shipping.

Agricultural products: Agricultural products include cereals such as wheat and barley, animal feedstuffs, sugar, molasses, refrigerated food, oil and fats and fertilizers. products or raw materials of the agricultural industry are also included in this

Metal industry products: Accounts for twenty five per cent of the whole sea trade, including raw materials and products of the steel and non-ferrous metal industries, including iron ore, metallurgical grade coal, non-ferrous metal ores, steel products and

Forest products: These are primarily industrial materials used for the manufacture of paper, paper board and in the construction industry. This includes timber, wood pulp, plywood, paper and various wood products.

Other industrial products: Includes materials such as cement, salt, gypsum, mineral sands, alumina, chemicals and many others. They cover a whole range of

Other Manufactured products: This group comprises of the remaining manufactured products such as textiles, machinery, capital goods, vehicles, consumer goods, etc. The tonnage of these commodities is only a few per cent of sea trade, but many of these commodities are of high value. These commodities are mostly carried in liner trade. Looking at the seaborne trade as a whole it can be seen that nearly seventy five per cent of the volume of seaborne trade is associated with the energy and metal industries. As such the shipping industry is highly dependent upon developments in

Twenty large shipping flags of the world Ocean going ships are registered in about one hundred and fifty nations around the world. Buaninety percent of these ships are

these two industries.

registered with twenty countries shown Antique & Bertrude (7

Figures in brackets are millions of gross tonnes of shipping registered in the countries listed.

Number and nationality of world's seafarers The total number of seafarers serving on

merchant ships trading internationally is estimated to be in the order of 400,000 officers and 800,000 ratings. The countries of Western Europe, USA,

Japan etc. are the most important source for officers, but growing numbers of officers are now coming from the Far East and Eastern European countries. The majority of the shipping industry's ratings are coming from developing countries, especially the Far East. The Philippines alone provides nearly twenty per cent of the global maritime workforce. China and India also supply significant number of maritime labours in the international shipping sector. Other major labour supply countries include Greece, Japan, Norway, Russia and the United Kingdom

Total value of world sea-borne trade

It is difficult to quantify the value of volume of world seaborne trade in monetary terms, as figures for trade estimates are usually in terms of tonnes or tonne-miles, and are therefore not comparable with monetarybased statistics for the value of the world economy.However, United Nations Conference on Trade and Development estimates that the operation of merchant ships contributes about US\$380 billion in freight rates within the global economy, equivalent to about 5% of total world trade.

* World seaborne trade 1994 - 2004										
Billion tonne miles \$ 30000	18	題.	181	181	事.	002	ia.	2002	N.	11111111111111111111111111111111111111

Sea-borne trade estimates are usually calculated in tonne-miles - a measurement of tonnes carried, multiplied by the distance travelled. In 2003, for example, the international shipping industry shipped around 6.1 thousand million tonnes over a distance of about 4 million miles, giving over 25 thousand billion tonne-miles of total trade. During the last century the international

shipping industry has seen a general trend of increases in total sea-borne trade volume. Increasing industrialisation and the liberalisation of national economies have fuelled free trade and a growing demand for consumer products. Advances in technology have also made international shipping an increasingly efficient and swift means of transportation. Over the last four decades total seaborne trade estima"s have increased nearly four times, from less than 6 thousand billion tonne-miles in 1965 to 25 thousand billion tonne-miles in 2003.

Like all industrial sectors, however, shipping is occasionally susceptible to economic downturns - a notable fall in seaborne trade occurred during the worldwide economic recession of the early 1980s. However although the growth in seaborne trade was tempered by the Asian financial crisis of the late 1990s there has generally been healthy growth in maritime trade since 1993.



marine environment

International shipping is the safest and most environment-friendly form of commercial transport. Perhaps uniquely amongst industries involving physical risk, commitment to safety and pollution prevention has long pervaded virtually all international shipping operations. International shipping was amongst the very first industries to adopt widely implemented international safety standards.

The safety of international shipping is regulated by various United Nations agencies. because of its inherently international nature, The International Maritime Organization (IMO) in particular has developed a comprehensive framework of global maritime safety regulations, which are enforced on every ship trading

International shipping is the most environment-friendly and economical commercial transport. Compared with land based industry, shipping is a minor contributor to marine environment pollution

from human activities. Because of the recent implementation of pollution prevention regulations, there has been a substantial reduction in marine pollution over the last decade, especially with regard to the amount of oil spilled into the sea, despite a massive increase in world sea borne trade during the last decade.



International shipping and seaborne trade of Bangladesh About ninety five percent of the international

trade of Bangladesh is sea-borne. Except the cross-border trade with India and Myanmar, the annual volume of which is negligible, the entire international trade of the country is sea-borne. For obvious reason the international shipping plays a vital role in the country's international trade. The country's role in the international shipping is negligible compared to its trade. The international shipping fleet of the country consists of 31 ships which include one bulk carrier, two tankers and twenty eight general cargo and container vessels. The entire ocean going fleet has the capacity to carry only 5-8 percent of its total seaborne trade As such the country has to depend on foreign flag ships to carry its seaborne trade. Source: Lloyds list, Interne